

On quitting the service, if there had been anything particularly reprehensible in Zola's conduct, any reason why he should have shunned all who knew the particulars of his case, he would scarcely have established himself at Marseilles, the chief port by which France communicated with Algeria, one whose intercourse with the new colony was continuous. Yet that is what he did. He is found practising the profession of a civil engineer at Marseilles, residing in the Rue de l'Arbre till 1835, then on the Cannebiere till 1838, and employing three draughtsmen and two pupils. He takes part in all sorts of enterprises, a scheme to improve the lighting of the city streets, another to increase its supply of fresh water, and a third to develop its port, in which last affair he proposed the construction of new maritime docks. He first turned his attention to that matter in 1834, and it gave him occupation for over four years, during which he busied himself with surveying and sounding work, drew up fourteen explanatory memoirs, prepared innumerable plans, journeyed four or five times to Paris, obtained private audiences of the King and the Prince de Joinville, held converse with statesmen and members of parliament, disbursed in expenses of divers kinds a hundred thousand francs

—partly earned and partly inherited from his mother, who died in or about 1836 — and carried on, meantime, an incessant newspaper campaign in support of his ideas\*

But Marseilles preferred to construct the present Port de la Joliette, which has proved neither so safe nor so commodious an anchorage as was then anticipated, in such wise that more than once, of recent years, there has been talk of reverting to the skilful but contemned plans of IYançois Zola. The latter was born before his time. In his various en-